

## PUBLIC COMMENTS (PC)-F

### PC-F1

From: Glenda Favilla [JGFavilla@aol.com]  
Sent: Monday, August 12, 2013 8:02 PM  
To: Parsons, 405 Supplemental Draft EIR/EIS  
Subject: 405 and 605 expansion

We live one street over from the 405 freeway in College Park East. We feel that adding more lanes that eventually narrow at the 605 freeway will have cars idling right behind our home. More lanes should be added at the same time the 405 freeway in Los Angeles County are added. The wall is the only thing we have to help reduce noise and fumes and should not be changed. The word is that it will be rebuilt, but then we would be closer to the freeway. Please consider our neighborhood and homes when making any changes.

Sincerely,

Jim and Glenda Favilla  
4688 Candleberry Ave.  
Seal Beach, Ca. 90740

Sent from my iPad

### PC-F2

From: Matt Filler [matt@mattfiller.com]  
Sent: Monday, August 12, 2013 5:32 PM  
To: Parsons, 405 Supplemental Draft EIR/EIS  
Subject: Public Comment: Intersection 28 Impacts Underestimated

I believe this study has underestimated the impacts of this project on the Studebaker/WB I-22 interchange.

The numbers seem to reflect an assumption that this is just a local traffic impact. In fact, this is a part of a through route short-cut from downtown Long Beach and the ports. Should traffic flow repeatedly slow as traffic heads into/out of LA County, drivers will use this route down 2nd St/Ocean and other parallel streets (as well as the 7th street and PCH corridors), rather than going north at over half the distance to/from a clogged I-405 in Long Beach.

This intersection has been repeatedly skipped for projects such as this, despite the fact that all traffic from the College Park West area of Seal Beach must use this intersection to go west, and we ARE orange county taxpayers. This intersection should be considered for improvement as part of this project.

Apart from the traffic impact, there is also a severe construction impact. Because the infield is used as a construction staging area, the truck traffic on this intersection has tripped. Yet the off-ramp has not been repaved in decades, and the drain at the southwest corner is failing apart. Potholes are frequent, and must be reported by citizens as the operator doesn't seem to care. Even if the WCC project restores this to its pre-existing condition, but it is used by this new project, similar impacts can be expected. This intersection should be repaved and the drains strengthened and repaired. K-rails should replace the City's barricades at the site of the failed culvert barrier as soon as possible, for safety reasons. This failure is most likely explained, by the way, by trucks pulling to the right to make a very sharp corner into the staging area, or waiting on the culvert and shoulder for staging to construction locations as closures are done.

Thanks,

-- Matthew Filler

233 Harvard Lane  
Seal Beach, California 90740-2510  
562-862-3411

### PC-F3

From: Matt Filler [matt@mattfiller.com]  
Sent: Monday, August 12, 2013 8:20 PM  
To: Parsons, 405 Supplemental Draft EIR/EIS  
Subject: Public Comment - College Park West Emergency Access

The College Park West area of Seal Beach has only one route in or out. Should the San Gabriel River bridge on this route fail, or the culvert for the Los Alamitos channel just to its east, or the College Park roadway be blocked for any other reason, there is no way for vehicles to get in or out (other than bicycle paths up or down the riverbank, which doesn't work for most residents of this area, who are elderly). Normally, these residents all must go through SR-22 or Studebaker Rd. in Long Beach to get anywhere, including to other parts of the City or Orange County.

There is a paved area behind the "College Park" sign that is closed to parking, which includes another Los Alamitos Channel culvert, and appears to have been part of the access to this bridge before the I-605 intersection was built. The city of Seal Beach has had discussions for years with CalTrans about an emergency access gravel or paved roadway to the freeway shoulder, for emergency access only.

Since Seal Beach is in Orange County, and this segment of SR-22 here functions mostly as an on-off-ramp from I-405 and I-605, this improvement should have been included for consideration as part of the original OCTA I-405 corridor planning. In view of this supplemental look that includes this area, I request that this emergency access development be considered for at least some funding by OCTA, and that it be approved and included in this project, or as a supplemental project to be contracted by Seal Beach, as with the proposed Long Beach signal projects.

-- Matthew Filler

233 Harvard Lane  
Seal Beach, California 90740-2510  
562-862-3411

### PC-F4

From: Matt Filler [matt@mattfiller.com]  
Sent: Monday, August 12, 2013 8:28 PM  
To: Parsons, 405 Supplemental Draft EIR/EIS  
Subject: Public Comment - Intersection 27

The proposed Alternative 1 and 2 changes to Intersection 27, the SR-22 westbound on/off-ramp and College Park Drive intersection can be improved to keep the right turn from College Park Drive as a merge lane. Instead of widening the off-ramp approaching College Park on the right, widen it on the left into what is now the left turn merge from College Park, and will be unnecessary in the new configuration with a traffic signal. It will be necessary to widen the pavement into the infield, or to provide a gravel shoulder to accommodate both the on-ramp thru lane and the turn lane, but there is a wide, paved shoulder now and people who stop tend to go off the pavement anyway, as the pavement to the right of the yellow line seems too narrow for safe parking, even if it is theoretically wide enough. It should be possible to do this with only slight curvature or angling of the thru lane, and without need to reduce the radius of the on-ramp.

Otherwise, this right turn will have to wait for the light in many cases, and may become less safe when people coming from College Park attempt to merge into the off-ramp traffic without much room to do so. This would be a difficult and disappointing transition to go back to having to stop there most of the time.

-- Matthew Filler

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Seal Beach, California 90740-2510  
562-862-3411

PC-F5

From: Matt Filler [matt@mattfiller.com]  
Sent: Monday, August 12, 2013 9:18 PM  
To: Parsons, 405 Supplemental Draft EIR/EIS  
Subject: Public Comment - Objection to Tollway Option 3 Re-Vivification

All California drivers and taxpayers pay for this project and the original freeway and right of way, and all should enjoy its benefits. THIS OPTION WAS VOTED DOWN in comments to the original EIR, and that should stand. Reopening this option after a public process was followed and then abrogated is a violation of trust by the OCTA Board. A referendum should be required before that process can be negated. KEEP OUR FREEWAYS FREE!

Many cannot afford regular trips into their budgets for additional fees. Many of the people who would occasionally use the HOV lanes will not or can not use the tollway under this proposal as it appears it will be priced. Most of the benefit will go to people coming from the more affluent I-73-served areas that need to go to LA County. I suspect that people along the route will resist buying the transponder, especially given the excessive pricing. A non-peak price of \$0.25 or free, and an initial price when traffic in the tollway lanes starts to slow of \$1.00 or less, would be the appropriate ways to price this at non-peak periods, with congestion pricing above that. Anything else is PROFITEERING by OCTA.

Also, I again urge a restudy of the claim that travel time with a Tollway for the main lanes would be 29 minutes, just one minute worse than the alternative 2 number. I believe that estimate is highly optimistic, and biased in favor of supporters of Alternative 3 and tollways in general. This is not an affluent area like I-73, and usage of the tollway should discount participation rates for that tollway. I-91 rates are also not as useful, as those users are mostly commuters, and can charge those tolls against their incomes. In this corridor, there are a lot more local trips.

You should survey people in the traffic areas affected, including LA County, fully disclosing the likely costs and asking how many would join the transponder system, and for how many of their vehicles? If not, please do so before choosing Alternative 3, and revise the usage statistics and fares based on those results.

The best results would be obtained if the tollway were only a tollway during peak hours, but again that just points out how unfair this is to those who live or work in the area and are impacted by the project.

I attended the Rush Park Meeting June 7, 2012, and the Edison Park Meeting July 27, and I now vote for Alternative 1.

-- Matthew Filler  
233 Harvard Lane  
Seal Beach, California 90740-2510  
562-862-3411

PC-F6

From: Matt Filler [matt@mattfiller.com]  
Sent: Monday, August 12, 2013 9:38 PM  
To: Parsons, 405 Supplemental Draft EIR/EIS  
Subject: Public Comment - Unfair Share Percentages

The "fair share" formula used in this study seems to be premised on the assumption that the impacts of this project were unavoidable, and Los Angeles County and the City of Long Beach are thus obligated to pay most of the cost of these impacts. Yet without this project, the infrastructure involved would continue to be adequate. It is mainly the increased trips coming in the direction of Long Beach as a result of the widening of both I-405 and I-22 that is leading to the inadequacy of this infrastructure. This could and should have been mitigated by coordinating with Los Angeles County and the corresponding CalTrans District so that this project wouldn't be simply dumping more and more cars into the same freeways in LA County. LA County is currently spending its transit money further up I-405, having added only a carpool lane to most of the Long Beach segment during the last round of widening.

Yet instead of funding and including mitigations, this project seeks to simply offer a tiny portion of the funds needed to mitigate its impact, and to compel LA County and Long Beach to come up with the funds and projects to actually implement this, possibly after the impact has begun. OCTA should reconsider this, as otherwise the best way for LA County and Long Beach to mitigate this project's impacts is to tie it up in court until they can come up with the funds and a project to widen I-405 through Long Beach and up as far as to I-105. In fact, this formula only makes sense in that context.

OCTA should find resources for the necessary improvements to mitigate dumping of traffic into a less-developed I-405 segment in Long Beach, to be done as a part of this project, or else work with LA County agencies to coordinate and help find funding for the widening of I-405 through Long Beach and on to LAX in the same time frame as this project, or within a year or two thereafter..

-- Matthew Filler  
233 Harvard Lane  
Seal Beach, California 90740-2510  
562-862-3411

PC-F7

From: Matt Filler [matt@mattfiller.com]  
Sent: Monday, August 12, 2013 9:48 PM  
To: Parsons, 405 Supplemental Draft EIR/EIS  
Subject: Public Comment - I-405 SB/I-605 SB to 7th Branch Connector, WB SR-22 mainline

The section of SR-22 that connects I-405 with 7th Street is effectively a complex off-ramp for the I-405 to 7th Street and Studebaker, and should have been considered in this project from the start, and been given more consideration in this supplemental study.

The EIR states on pages 3-64, 3-71, and 3-79 that "In no instance would additional lanes on branch connectors be feasible." Yet with regard to the I-605 SB/I-405 SB to 7th Street branch connector, nothing could be further from the truth. In fact, this connector, was restriped to 2 lanes during the WCC connector project to accommodate traffic while the SR-22 overpass was closed for reconstruction. This is the only connector studied that is already at level E and F, and when it gets worse with this project, will still be the only one at level F.

Of course, the real problem is the merge with I-22, which is way too short. This can be mitigated first by using the available width of the existing San Gabriel River WB I-22 bridge, restriping the main roadway closer to the left wall, and making a third lane across the bridge. This lane can then continue into the Studebaker off-ramp, or could just be an extension of the existing merge area if the width of the bridge cannot accommodate 3 full lanes. This improvement would NOT require restriping the ramp as discussed above.

Also, the ramp has a long white line between it and the mainline before the merge area, presumably due to the curve just before that point, which is often violated but nonetheless prevents the merge from being smoother.

Should the projected benefit of this merge extension be insufficient, ultimately a 2-lane ramp as during the WCC SR-22 overpass reconstruction could be accommodated with a widening of this bridge, where the right lane exits to Studebaker and the left lane has to merge before reaching the on-ramp from Studebaker.

Better use of the bridges across the San Gabriel River and Los Cerritos Channel should be feasible, if perhaps requiring variances from current standards, to bring 7th street/SR-22 to 3 lanes in both directions, except westbound between the Studebaker off and on ramps. While the existing Studebaker overpass and river and channel bridges are probably inadequate for this with current lane width and shoulder standards, variances should be considered, and that should allow three lanes in both directions, except in the zone between the on and off ramps to Studebaker, without changes to the bridge structures..

Alternatively, some or all of these bridges would need to be widened, which is feasible, even if expensive.

-- Matthew Filler  
233 Harvard Lane  
Seal Beach, California 90740-2510  
562-862-3411

PC-F8

From: Matt Filler [matt@mattfiller.com]  
Sent: Monday, August 12, 2013 9:49 PM  
To: Parsons, 405 Supplemental Draft EIR/EIS  
Subject: Public Comment - 7th Street to I-405 SB/I-605 NB/I-405 NB

The section of SR-22 that connects 7th Street with I-405 is effectively a complex on-ramp for the 7th Street and Studebaker to the I-405, and should have been considered in this project from the start, and been given more consideration in this supplemental study. This is the only "mainline" that is already way over capacity, with 1.24 V/C shown.

There is an odd discrepancy of the numbers both for SR-22/7th Street Mainline Studebaker Road to I-405/ I-605, and for 7th Street to I-605 NB/ I-405 NB: they show a decline in volume from 2009 to all 2020 cases. Given the planned development at PCH and 2nd street, likely university growth, and other growth and density changes likely in the area, this is hard to fathom. Please explain or recalculate, and redetermine the impacts accordingly.

Also, the key bottleneck in the EB direction is the narrowing to 2 lanes before the Los Cerritos channel bridge, which does not line up well with the Seal Beach overpass. Clearly, solutions to resolve this bottleneck (once the damaged overpass is fixed) are to either widen the channel bridge to accommodate a separate off-ramp lane for Studebaker behind the existing columns, or to simply move the off-ramp closer to those columns to accommodate a third lane by simply restriping. Why isn't the latter possible? Couldn't a variance to current standards be accepted given the density of old structures in the area. If so, please include that in this project. If not, please include estimates and fair share numbers for widening this bridge.

PC-F9

From: Almafischer40 [almafischer40@aol.com]  
Sent: Saturday, August 10, 2013 8:39 PM  
To: Parsons, 405 Supplemental Draft EIR/EIS; "<405.Supplemental.Draft.EIR.EIS">@parsons.com  
Subject: Opposed Braided Ramp

To Whom It May Concern;  
My wife and I have been residents of Fountain Valley for the last 23 years and our home backs up to the off ramp for North Magnolia. For the last 23 years we have enjoyed our backyard and the added amenities without any concern of the existing noise, soot, grime, and potential health hazards etc. While we can appreciate the efforts to minimize congestion on the North 405 we are bewildered by the fact that putting in a "Braided Ramp" similar to the one located at Fairview makes a lot of sense especially when you have residents homes adjacent to this proposed ramp and now we will need to contend with on lookers peering into our backyard since this ramp will be higher than the 12 foot sound wall. How does this support the residents of Fountain Valley? When you examine the braided ramps put in place along the 405 they have been placed in either high rise office retail or commercial areas and not adjacent to residents homes. How can this be healthy? This proposed ramp will definitely have an impact on the quality of life in addition to driving down property values, which already suffer. There has to be other alternatives or options that have not been looked at and we are demanding that these other options be looked at before any final decisions are made. Our home as it exists today has been our haven and we want to continue to enjoy it for the next 25 - 50 years but with a braided ramp at our back door it will only be seen as an eye soar and not bring value add to the neighborhood.

Please take the time to listen and explore and set aside personal agendas.

Thank you,

Mark & Alma Fisher  
16817 Daisy Avenue  
Fountain Valley, CA 92708

PC-F10

PC-F11

From: [jamesflanagan@gmail.com](mailto:jamesflanagan@gmail.com) [mailto:[jamesflanagan@gmail.com](mailto:jamesflanagan@gmail.com)] On Behalf Of jaf997  
Sent: Thursday, August 01, 2013 10:41 AM  
To: Christina Byrne  
Subject: Freeway plan

I'm against the plan to create Toll lanes on the 405.

-James Flanagan  
Rossmoor homeowner

} 1

6/26/2012

I am a resident of College Park East since 1968. I have been very happy with the standard of living my family and I have enjoyed here.

As you can see none of my neighbors are voting yet for your project WE DO NOT WANT a new WALL not DO WE WANT A TOLL ROAD.

WOULD YOU WANT to TEAR DOWN the WALL if you lived here?

My family and I say NO to building a new WALL or TOLL ROAD.

NO, NO, NO!!

Julia Flood  
3610 Lumsden Dr.  
Seaford, DE 19740

} 1

PC-F12

From: Luella Forrai [redheadfo@gmail.com]  
Sent: Sunday, August 11, 2013 3:49 PM  
To: Parsons, 405 Supplemental Draft EIR/EIS  
Subject: Re: I-405 Supplemental Documents

I LIVE NEXT TO THE ON RAMP OF THE N 405. I HIGHLY DISAPPROVE OF THE BRAIDED ROAD THAT IS UP FOR POSSIBLE CONSTRUCTION. TAKING AWAY MY PRIVACY, LOWERING MY HOME VALUE, MORE NOISE FROM THE ALREADY EXISTING 405 AND CREATING MORE PROBLEMS ON MY PROPERTY WITH THIS TYPE OF CONSTRUCTION. I TOTALLY OBJECT TO THE CONSTRUCTION SUGGESTED FOR THE 405. WE ARE ALREADY SUFFERING FROM ALL THE BUILDING OF ALL THE HOMES ON THE NEIBLAS SCHOOL SITE. WE DONT NEED ANY MORE PROBLEMS. OWNER OF HOME SINCE 1965.

Luella Forrai  
9280 Daisy Ave,  
Fountain Valley, Ca. 92708


PC-F13

From: Steve Forrai [steveforrai@yahoo.com]  
Sent: Sunday, August 11, 2013 8:08 PM  
To: Parsons, 405 Supplemental Draft EIR/EIS  
Subject: Re: I-405 Supplemental Documents

I am strongly opposed to the braided on ramp at the northbound Magnolia entrance and plan to take legal action if this part of the project moves forward. My concerns regarding the 405 expansion project to start would be the obvious, loss of property value, increased decibel level and loss of privacy. During the construction of this project I can foresee a good part of the neighborhood experiencing premature underground plumbing issues and structural from all the compaction and pile driving that will occur during the project. This neighborhood is still suffering the effects of the new housing development in the center of this track that replaced the school.

PC-F14

To: Mr. Gregory Winterbottom

 <b>I-405 Improvement Project</b> <b>Public Hearing</b> <b>Comment Sheet</b>		RECEIVED CEO OFFICE All Board Members AUG 09 2013 D. Johnson K. Higgins J. Beil, C. Byrne R. L. Lwade File
		Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than August 12, 2013.
Name (First and Last): <u>FRED + MIDORI FUJIKAWA</u>		
Organization: _____		
Address (Optional): <u>4541 BIRCHWOOD AVE. SEAL BEACH 90740</u>		
Phone Number: <u>562-431-9515</u>	Email address: <u>dorito.fuj@verizon.net</u>	
Comments: <u>Attached is letter addressed to Smith Deshpande on 7/14/12.</u> <u>We would also like to know if the taxpayers will have to pay for moving the Edison power lines underground if the 405 freeway is widened + the wall along Almond Avenue has to be moved in College Park East.</u>		
Please use another sheet if you need more space for your comments.		
To submit completed response sheets, please return to staff member, place in the comment box or mail by August 12, 2013, to: Ms. Smith Deshpande Branch Chief - Caltrans District 12 *Attn: 405 DEIR-DEIS Comment Period* 2201 Dupont Drive, Suite 200		Responses may also be emailed to: 405.dedcomments.parsons@parsons.com For more information on the I-405 Improvement Project, please contact: Christina Byrne, Outreach Manager (714) 580-5717 www.octa.net/405improvement



PC-F14 Cont.

4541 Birchwood Avenue  
Seal Beach, CA 92720

July 14, 2013

Attn: 405 EIR/EIS Comment Board

Ms. Smita Deshpande  
Branch Chief  
CalTrans District 12  
2201 DuPont Drive, Suite 200  
Irvine, CA 92612

Dear Ms. Deshpande:

We have lived in College Park East in Seal Beach since 1968 and raised our children here. We were here when we fought to have the sound wall built to protect us from the freeway noise and pollution. We now find that CalTrans and OCTA, is looking to expand the freeway and tear down the existing wall in our neighborhood. We are being promised that it will be replaced with like wall but we believe this is a hollow promise. The existing wall is made of solid concrete and is 18 feet high and the ones being put up now are large hollow concrete blocks. There will also be some unknown period where there is no wall while they rebuild.

We do not want the freeway moving closer to our homes and taking away parking along Almond Avenue and two car lanes will have to be moved in College Park. The increased noise, pollution and the related health concerns due to air quality weighs very heavily on our minds. There will still be a bottleneck at the 505 because LA County is not expanding the 405 on their side of the county line.

The funds for this project is coming from Measure M2 which the voters approved in 2006. There is no mention of "tolls", "express lanes", "hot lanes" or "transcenders" in Measure M2 but a toll road is one of the alternatives being proposed. The toll road would not alleviate traffic as it would be used only by people who can afford to use them and require car pools to have at least three people per vehicle. This will cause more use of the general purpose lanes which, in turn, will cause more congestion.

Furthermore, the cities of Westminster, Fountain Valley and Costa Mesa are also against the toll road as it will bypass local exits for local shopping areas causing a loss of sales tax revenue.

The following are the Alternatives 1 - 4:

Alternative 1: Adds one General Purpose lane in each direction.

Alternative 2: Adds two General Purpose lanes in each direction.

Alternative 3: Adds one General Purpose and one Express Lane.

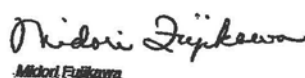
Alternative 4: No Project.

We are, therefore, in favor of Alternatives 1 and 4. The other alternatives are too disruptive to the homes and businesses around it. Won't you please take the time to consider the least disruptive alternative so that we can live in harmony?

We respectfully ask that you please consider our proposal. Thank you for your consideration.

Yours very truly,

  
Fred K. Fujikawa

  
Midori Fujikawa

PC-F15

From:  
Sent:  
To:  
Subject:

Curt Fulton [curtfulton@gmail.com]  
Tuesday, July 16, 2013 8:25 PM  
Parsons, 405.Supplemental.Draft.EIR.EIS  
We do NOT need toll roads or toll lanes.

Let all of us use the freeways the same, without extra costs. } 1

Thank You,  
Larry Fulton  
[curtfulton@gmail.com](mailto:curtfulton@gmail.com)

2

## **RESPONSE TO PUBLIC COMMENTS (PC)-F**

### **Response to Comment Letter PC-F1**

#### **Comment PC-F1-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Traffic Flow at the Orange County/Los Angeles County Line, Almond Avenue Soundwall, Noise/Noise Analysis, Air Quality, Health Risks.

### **Response to Comment Letter PC-F2**

#### **Comment PC-F2-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments on new information and analysis presented within the Supplemental Draft EIR/EIS were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Caltrans appreciates your effort reviewing the supplemental traffic study. We concur with your assessment that traffic volumes from 7<sup>th</sup> Street to northbound I-405 and I-605 will not decrease from year 2009 to 2020. After further investigation of the traffic volumes as presented in the Supplemental Draft EIR/EIS, we have identified a discrepancy related to existing traffic volumes, and we will incorporate the revisions in the Final EIR/EIS.

### **Response to Comment Letter PC-F3**

#### **Comment PC-F3-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments on new information and analysis presented within the Supplemental Draft EIR/EIS were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The Supplemental Draft EIR/EIS covers potential adverse effects and significant impacts of the proposed I-405 Improvement Project and measures to address those adverse effects and significant impacts. The access difficulties related to the College Park West neighborhood of Seal Beach mentioned in the comment exist currently and are not impacted by the proposed I-405 Improvement Project; consequently, they will not be addressed by the project.

#### **Response to Comment Letter PC-F4**

##### **Comment PC-F4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments on new information and analysis presented within the Supplemental Draft EIR/EIS were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The analysis presented in the Supplemental Draft EIR/EIS in Tables 3-9 and 3-11 shows that the proposed signal at the intersection of College Park Drive and the westbound Studebaker ramps will operate at LOS B or C in the peak hours in 2020 and 2040. Based on the configuration for the intersection presented in Appendix B2 of the Supplemental Draft EIR/EIS, right turns from College Park Drive would be made while a red indication is presented to off-ramp traffic, thereby providing a protected right turn without any vehicular conflicts. Because the improvements at this intersection are to be implemented as part of a separate project, alternative designs could be considered by Caltrans when the project implementing improvements at this intersection is advanced through the project development process.

#### **Response to Comment Letter PC-F5**

##### **Comment PC-F5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Opposition to Tolling, Preferred Alternative Identification, Substantiation of Reported Corridor Travel Times for Build Alternatives.



## **Response to Comment Letter PC-F6**

### **Comment PC-F6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments on new information and analysis presented within the Supplemental Draft EIR/EIS were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

A fair share of the costs for the improvements proposed in the Supplemental Draft EIR/EIS under Measure T-10 would address cumulative significant impacts to traffic on SR-22 (7<sup>th</sup> Street), which is a State highway. This fair share would be contributed by the I-405 Improvement Project for the proposed improvements. The remainder of the funding would be the responsibility of the State, not the City of Long Beach.

A comparison of the volumes at intersections along 7<sup>th</sup> Street under the existing condition (Figure 3-5 of the Supplemental Draft EIR/EIS) with the forecast volumes for the 2040 No Build Alternative (Figure 3-18 of the Supplemental Draft EIR/EIS) shows that traffic is anticipated to increase along 7<sup>th</sup> Street without the proposed I-405 Improvement Project. Consequently, there is an adverse effect on 7<sup>th</sup> Street traffic without the project. The additional increment of traffic on 7<sup>th</sup> Street associated with the proposed project results in cumulative effects of traffic from the project and from other sources that are greater than those solely from the project alone. Consequently, the measures included in the Supplemental Draft EIR/EIS are not intended to address all of the deterioration in traffic service expected between the existing condition and year 2040.

A fair share of the costs for the improvements proposed in the Supplemental Draft EIR/EIS under Measure T-11 would address cumulative significant impacts to traffic on streets owned by the City of Long Beach. The remainder of the funding at these locations would be the responsibility of the City of Long Beach.

## **Response to Comment Letter PC-F7**

### **Comment PC-F7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments on new information and analysis presented within the Supplemental Draft EIR/EIS were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The Supplemental Draft EIR/EIS covers potential adverse effects and significant impacts of the proposed I-405 Improvement Project and measures to address those adverse effects and significant impacts. Tables 3-2 and 3-6 of the Supplemental Draft EIR/EIS show that in 2020 and 2040 the demand-to-capacity (D/C) ratios along SR-22 in both directions between Studebaker Road and I-405 exceed 1.00 under the No Build Alternative, which means that the area will suffer from heavy congestion. The proposed build alternatives result in changes to the D/C ratios that will not change the anticipated congestion. Consequently, the proposed I-405 Improvement Project will not have a significant impact on traffic in this segment of SR-22. While the congestion anticipated along SR-22 is a problem, it is not created by the I-405 Improvement Project; therefore, it will not be addressed as part of the project.

### **Response to Comment Letter PC-F8**

#### **Comment PC-F8-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments on new information and analysis presented within the Supplemental Draft EIR/EIS were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

See Response to Comment PC-F7-1.

#### **Comment PC-F8-2**

See Response to Comment PC-F2-1.

#### **Comment PC-F8-3**

See Response to Comment PC-F7-1.

### **Response to Comment Letter PC-F9**

#### **Comment PC-F9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Northbound Braided Ramps at the Magnolia/Warner Interchange, Air Quality, Health Risks, Property Values, Preferred Alternative Identification.

### **Response to Comment Letter PC-F10**

#### **Comment PC-F10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Opposition to Tolling, Preferred Alternative Identification.

### **Response to Comment Letter PC-F11**

#### **Comment PC-F11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Almond Avenue Soundwall, Opposition to Tolling, Preferred Alternative Identification.

### **Response to Comment Letter PC-F12**

#### **Comment PC-F12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Northbound Braided Ramps at the Magnolia/Warner Interchange, Property Values, Noise/Noise Analysis, Preferred Alternative Identification.

### **Response to Comment Letter PC-F13**

#### **Comment PC-F13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Northbound Braided Ramps at the Magnolia/Warner Interchange, Property Values, Noise/Noise Analysis, Preferred Alternative Identification.

### **Response to Comment Letter PC-F14**

#### **Comment PC-F14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Almond Avenue Soundwall.

#### **Comment PC-F14-2**

Please see Appendix R1 (Response to Comments on Draft EIR/EIS) Response to Comments PC-F49-1 through PC-F49-4.

### **Response to Comment Letter PC-F15**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Opposition to Tolling, Preferred Alternative Identification.